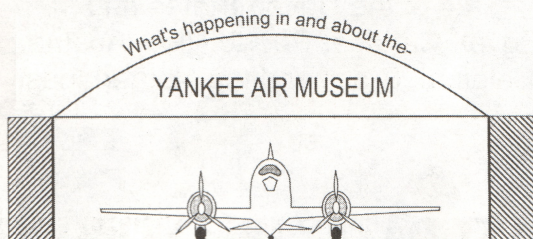


The Newsletter of the Yankee Air Force



Hangar Happenin's

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Join us on the web: www.yankeeairmuseum.org

The Yankee Air Force, Inc.
A Non-Profit Organization
501(c) (3)
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Belleville MI 48111



Hangar Happenin's is a monthly newsletter
of the Yankee Air Force.

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Jon Stevens Ray Hunter
Randy Hotton

Meeting Schedule

1st Wednesday of Month - 7:30 PM
General Membership

3rd Wednesday of Month - 7:30 PM
Board Meeting
Public Welcome

2nd Wednesday
7:30 PM in the "Doghouse"
Flyable Aircraft Meeting
Everyone Welcome

Museum Hours
10 - 4 TUESDAY - SATURDAY
12 - 4 SUNDAY

CLOSED MONDAYS AND HOLIDAYS
Winter Hours - January, February
Open Thursday - Sunday only

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Visitors to our Museum

during the month of

June 2001

were from

24 of the United States and
Egypt, Canada, Puerto Rico, Austria,
Belgium, Brazil and the Netherlands

PAST DATES OF INTEREST

* * * * *

2 Aug 1990	Iraq invades Kuwait
5 Aug 1954	First flight of a B-52
6 Aug 1945	B-29 <i>Enola Gay</i> bombs Hiroshima
8 Aug 1990	First USAF F-15s arrive in Saudi Arabia to initiate <i>Desert Shield</i>
9 Aug 1945	B-29 <i>Bockscar</i> bombs Nagasaki
15 Aug 1945	V J Day
15 Aug 1957	General Nathan Twining named first Chairman of the Joint Chiefs
19 Aug 1940	First flight of a B-25
20 Aug 1942	12th Air Force activated for invasion of North Africa
31 Aug 1956	First flight of a KC-135

* * * * *

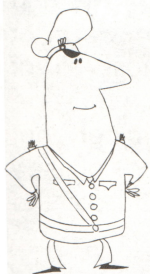
**There was no 50/50 winner
chosen in July
due to the Independence Day holiday**



Our internet address is
<http://www.yankeeairmuseum.org>

Our e-mail address is
yankeeairmuseum@provide.net

Hangar Happenin's e-mail address is
seaton@provide.net



From the President's Desk

by President Bill Hanney

Boy, I just got reminded that it was time for another column! Seems like I just finished the last one. Captain Crabby gets real testy about these things and can really lean on one if he doesn't get his way. For the "good of the order" and to maintain some semblance of decency, I'll not reveal any other titles he's been given.

I've got some good news for you this time! I will not go into any legal entanglements or lawsuits except to say that we had another hearing on the *ad hoc* lawsuit, and are awaiting further developments on that front.

I want to comment on the passing of a good friend of the Yankee Air Force. **Roger Simpson** was killed at an air show last month. Roger had previously been a member of the YAF, but had let his membership lapse. He was still a good friend and supporter, bringing his plane to our events for additional atmosphere at no charge and giving us a complete sand-blasting cabinet and exhaust system for use in our aircraft restoration efforts. He will be missed.

Without going into interminable detail, I'll just say that our air show season has been great. I'll leave the details to those who are lucky enough to attend. I note that each time I read the little tales that are related by our members, I get a real kick out of how much they report about the audience and the other planes. It's gratifying to hear of aging vets (I'm included)

who are thrilled to see the *Yankee Lady* in flight and to actually tour the plane. Those who have taken the historic flight experience ("FLEX RIDE") are really excited and never fail to tell the members how much it meant to them.

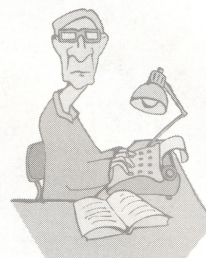
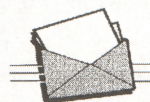
By the way, friends, I want to remind you that I'll no longer be President as of 01-01-02. I'll still hang around to help (or annoy) as always, but you must find a replacement for me plus some new Board members. I do know it won't be easy for those who live away from Willow Run, but please choose good members who are willing to work for the YAF. We need Board members who are doers rather than complainers.

The good Captain will probably say I've rambled on too long, so I'll wrap it up in true reporter's style and say—30—and for those of you who only speak airplane, that means "over and out!"

Best to you all,

Bill H.

E-mail me at
hanneyw@aol.com



From the Editor's Desk

and the Staff of
Hangar Happenings

In September, our General, Life, and Senior Life members will be receiving ballots to vote for board members and possibly for changes in by-laws. Many of you do not take the opportunity to let your wishes be known by voting. There are many who feel that they don't know who the people are who are running or don't care about the by-laws and so just toss the ballots out.

It has been said on more than a few occasions in this newsletter that we (Yankee Air Force) have reached a point where decisions have to be made that will make or break this organization. It is in your best interest that the people who represent you and the rest of the membership are the best possible. You could ask with reason, "I can't get out to the hangar so how am I supposed to know who these people are?" Good point, but if you are really serious about knowing there are people you can ask. Write a letter or email to the President, Vice President, Treasurer, Corporate Secretary, or someone else whose name you know or recognize, and we are sure you will get some information. Don't, though, just ask one person please; this will lead you down the garden path. However, if you ask a couple of people and you begin to see some consensus, you will have a better idea. Too many times the people who get elected do so because more people recognized their name than another. This doesn't mean the wrong people are always elected, but it could happen! Please know who you are voting for and, please, for everyone's sake VOTE!

— **The HH Staff**

Aircraft of the Month

YOV-10A "Bronco"

Our YOV-10A #52881 is the third of 7 prototypes built and the only one surviving. Used by the US Marine Corps for reconnaissance missions, it first flew on 31 Dec 65 and was delivered in 1968 to NASA Ames Test Center where special rotating flaps and larger prop engines were installed. It remained with NASA until 1976 when it was returned to the USMC and then acquired by the Detroit Institute of Aeronautics as military surplus. YAF acquired this unique Bronco in 1993 and Crew Chief **Dick Rice** has meticulously restored it to its original USAF-USN-USMC TRI-SERVICE colors.

CONNIE'S

O
R
N
E
R

by
Connie Kosek



"That's Something for the Birds"

How many times have we uttered "...for the birds!" in disgust: Well, let's think about this. Actually, birds of a feather are man's best friends. Going back in history, ancient armies used pigeons as messengers in place of soldiers on foot or horseback.

In 1861, Island Post Alcatraz (Spanish for 'pelican') was made the official military prison for the Pacific areas. In 1862, the government ordered authorities to arrest citizens who helped the South take part in activities that could be disloyal to the Union. Alcatraz became Uncle Sam's "Devil's Island." Alcatraz became a Federal Prison in 1934 to 1963.

Alcatraz Island, before sirens, search lights, horns, etc., for security, had a natural security...birds of all species (over 100) would roost at night in the bushes surrounding the island. Any movement of escapees stirred up some 3,000 birds. A movie made in 1963 entitled "Bird Man of Alcatraz" starring Burt Lancaster, depicts the solitary life of convict, Robert Stroud. During his many years at Alcatraz, Stroud wrote many books on birds and became a world renowned bird authority.

Military advisers used the Eiffel Tower in Paris, France during the beginning of World

War II to train parrots to roost in the very top of the Eiffel Tower. Before radar and other electric devices, the parrots' keen sense of hearing would warn defense patrols of oncoming aircraft before it could be seen or heard.

Pigeons were extensively used to carry secret messages to American agents behind enemy lines. In 1956, the American Army sold its last pigeon to make way for computers and other electronic gadgets. The most famous American pigeon hero of World War I was "Cher Ami." He was credited with saving a battalion trapped behind enemy lines, out of touch except via pigeons. Cher Ami saved the lost battalion and became a legendary hero. During World Wars I and II, the British and Americans used pigeons for the same purpose. Pigeons, trained by U.S. Army Signal Corps, flew to home base, a distance of 2,000 miles (3701 kilometers), 25 miles in 25 minutes. Foot soldiers carried the cages on their backs. Many pigeons were wounded (head/legs) but would fly to their destination. Aviators were believed to learn trick maneuvers, such as loops, from watching the flight of pigeons.

During WW II, at least 32 pigeons received the 1943 inaugurated "Dichin Metal" for brave service during the war. Today, many wedding consultants have pigeons released outside the church (like doves) because the pigeons will fly back to their roosting site, safe and sound.

Do you know that there is a special monument to the sea gull? On February 10, 1846, the Mormons, led by Brigham Young, migrated westward from Nauvoo, Illinois. On July 24, 1847, Young, with a party of 143 people,

reached the valley of Great Salt Lake. While settling down and trying to grow crops, a swarm of locusts destroyed almost all of the farmland. Then, a miracle happened. From seemingly out of nowhere, thousands of sea gulls swooped down and ate the locusts.

So, be kind to our fine-feathered friends!



*Editor's Note: **Roger Peterson** (recently retired!) wrote the following. Roger has tried to document all of our static aircraft and we have in past years published his work. He asked if we would be interested in re-running some and here is his work on "CLYDE". We will, when space permits, put more of these pieces in. Enjoy.*

Static Aircraft History Series

THE BOEING B-52D "STRATOFORTRESS"

by
Roger Peterson
Life #3253 WR

TYPE HISTORY

As early as 1945 the Army Air Forces began the search for a plane to replace the B-36. By 1948 Boeing was asked to submit a design for an all-jet powered bomber. Thus was born what would become the B-52. The first two prototypes, the YB-52 and XB-52 first flew in 1952.

They looked like greatly scaled up B-47s with the pilot and co-pilot seated in tandem under a bubble canopy.

The first production aircraft, the B-52As which began flying in 1954, had the fuselage lengthened by three feet and utilized the side-by-side seating

used in every subsequent model.

Production of the B-52 ended in September 1962 when the last plane (a B-52H) was manufactured. The B-52 can only be called an unqualified success and after entering service it soon acquired the affectionate nickname of "BUFF" (*Big, Ugly, Fat Fellow*). Perhaps she (like the DC-3) should also be called the "*Methuselah of the Air*."

It is truly amazing that a combat aircraft whose basic design dates back to the late 1940s remains in frontline service today. A standing joke among today's B-52 crews is that the BUFF is the only active aircraft in the U.S. Air Force where if the flight crew looks hard enough they might find some of their fathers' signatures in the flight log.

SPECIFICATIONS (B-52D)

Type: Intercontinental bomber
Maker: Boeing Aircraft Company
Wingspan: 185 feet
Wing Sweepback: 36 degrees
Length: 156 feet
Height: 48 feet
Max Weight: 450,000 pounds
Empty Weight: 171,666 pounds
Powerplant: Eight 10,000-pound thrust Pratt & Whitney J57 jet engines
Performance: 650 miles per hour
Fuel capacity: 41,550 gallons
Range: 6,000+ miles (unrefueled)
Armament: Four 50-caliber machine guns (tail turret)
Payload: 60,000 pounds (84 500-pound bombs)
Altitude: Above 50,000 feet
Crew: Six
 (Pilot, Co-pilot, Navigator, Radar Navigator, Electronic Warfare Officer, Gunner)

Number Produced:

B-52A: 3
 B-52B: 50
 B-52C: 35
 B-52D: 170
 B-52E: 100
 B-52F: 89
 B-52G: 193
B-52H: 102

Total: 742



SERVICE HISTORY

Our example was built by Boeing Aircraft Company as AF Serial No. 55-677 at Wichita, Kansas and delivered to the U.S. Air Force on August 1, 1957. She flew over 600 combat missions during the Vietnam War, during one of which she reportedly came home with a SAM (Surface-to-Air Missile) wedged in her wing. Her last active assignment was with the 96th Bomb Wing at Dyess AFB, Texas. On October 26, 1983 she made her final flight from Carswell AFB, Texas to Willow Run Airport and is now on permanent display at the Yankee Air Museum. This flight may well be the last flight made by a "D" model BUFF. We are fortunate in being one of the few civilian museums having one of these impressive aircraft on display. On Memorial Day 1984, the B-52 was dedicated as an everlasting memorial to all aircrews who lost their lives in Southeast Asia. To the static aircraft crew, our plane is affectionately known as "*Clyde*" because during preservation work it was discovered that her last crew had given the ship that name. A massive corrosion control, cleaning and repainting operation has been completed including the restoration of a "shark tooth" nose painting replicating a scheme she carried while based on Guam during the Vietnam War.

FIRST TIME FLYING

This is my earliest memory of flying. As a young boy, my mother and father took me and my brother for rides in the country. My father had a 1923 Ford Touring car and we often stopped at a small airport seven miles from our home. As this was our entertainment in the Good Old days (1930s) we would spend the day at the airport – the family picnic day. I was so fascinated, seeing those large bi-planes and two open cockpits! Those motorized box kites were flying around the field continually. I wanted to fly, too!!

My father asked me if I wanted to go up in the airplane (they were giving rides for 25 cents back then.) For that price, you got to fly around the airfield a couple of times.

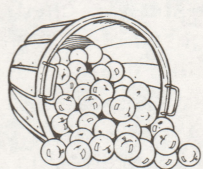
Mothers being mothers, mine didn't want me to go. She said that I would fall out of the cockpit! My father made an excuse and said that he didn't have the 25 cents for my ride. But I was looking forward to the ride. One of the Curtiss Jenny's pilots came over to talk to my father, and before I could say "Hot Dogs!" I was in the front cockpit. I can remember that the pilot had to put a blanket on the seat so I could see over the edge of the cockpit. Then he strapped me in and gave me an oversized leather helmet and goggles. I grabbed a hand bar that was inside the cockpit, and held on for dear life. I didn't know what to expect. I glanced around the cockpit and saw two or three dials on the instrument panel and a stick between my legs. This was an enchanting experience for me. WOW!

The engine roared to life, and the plane began to vibrate quite a bit as we got ready for takeoff. I looked to my right and to my left. All I could see were wings that seemed to go on forever. Were they staying on? We bounced down the dirt runway, and before I knew it we were airborne. Oh! What a different world this was. I loved it! We flew around the airport a couple of times and

then approached the landing strip. I u. My mother rushed to the airplane to see if I was alright. And so this began my interest in aviation at the tender age of eight.

Note – This airport was at the corner of John R. Ave & Sixteen Mile Road. Anyone remember this airport back in the 1930s? If you do, you are an old friend! Any feedback on this?

- **George Binson**
Senior Life #2177 WR



THE APPLE ACCENT

by **Darlene Imus**
#7742 WR

Awesome! Exhilarating! Fantastic! Superb! Thrilling! Wonderful! These were just some of the words that I used when describing my ride on the B-17 on Memorial Day. I was able to share this phenomenal experience with my third grade students. They were excited that I was given this opportunity. They knew how I longed to have a ride on it; my Dream Trip at last was fulfilled!



The Memorial Day celebration at YAF was impressive. I had my "Children's Corner" table set up, with all of my educational materials on history and aviation. Several people stopped by and looked at them and picked up my

bibliographies on current resources and internet addresses. I received many thank yous from these people. It was gratifying to me that they showed such an interest in their children's education. I also received positive comments from the students and their parents who attended from my school. I learned a lot from this experience, and the significance of Memorial Day has a greater meaning to me now.

Have a super summer reading!

CHINESE STUDENTS VISIT YANKEE AIR MUSEUM

On May 4th, YAF hosted a tour for 38 Chinese students and their interpreter. Her name is **Zo Chen** from Taiwan and now lives in Westland. All of these students are here to study business principles.

The tour arrangements were made through their professor **Betty Jean Heber** who sent her administrative assistant **Ann Velentino** to assist the students.

The tour was conducted with the help of **Les Kellogg**, **Ted Edmonds** and **Chuck Bray**. Ted and Chuck gave a history of Willow Run and Chuck showed a 9-minute video about YAF and Willow Run. Ted ran his video about the covering of the control surfaces with polyfiber fabric. This took quite a bit of time as we had to stop and let the interpreter explain what we were talking about. However, it went very well.

Ted and Chuck got all of the students through the B-17 and they all had cameras

clicking. They all had to have their pictures taken with Ted and Chuck. During a stop at the gift shop, our President Bill Hanney explained the amount of money needed for each item. Needless to say, they all seemed to know what our money was worth. Thanks, Bill, for all your help. They spent over \$300.

As a side note, Ted and Chuck have been giving talks over the past two years to over 400 people in various service clubs. Many of them have made arrangements to visit YAF Museum and some have become members.

Chuck Bray
Life #4242 WR

Editor's Note:

Les Kellogg received the following letter after the tour. Thanks to every Yankee member who helped out that day!

June 7, 2001

Dear Les,

Thank you very much, to you and your colleagues, for allowing our students from Shanghai, China, the opportunity to tour and learn about the museum and the aircraft! The students were very impressed with the commitment of all of the people involved in the preservation effort! The energy and excitement for your mission that you all shared with the students was great exposure to something few of them had ever observed previously.

Thank you for all of your efforts!

Sincerely,

Stuart R. Arends, Ph.D.
Dean, School of Business
Madonna University
Livonia, Michigan



HELP NEEDED

Looking for information on **WOODALL INDUSTRIES** of Monroe, Michigan

Please contact **Rob Ball** of the YAF B-25 crew or **Dave Morris**, Curator of Aircraft at the Fleet Air Arm Museum directly by e-mail:

info@fleetairarm.com

if you have answers to any of the questions in the letter below!

Thank you for responding to my request. Let me explain what we are trying to achieve with our Corsair Project. **Corsair Serial No. KD431 Bureau No. 14862** was built by Goodyear August 1944. It is still in remarkably good condition with many factory/build markings still in existence and visible, i.e. factory applied stenciling, marking out details, calculations and even signatures of fitters in pencil on the back of panels, the Goodyear hand-applied 431 on the nose cowlings is still just visible, etc. However, the tail unit is made by *Woodall Industries, Detroit*. What I currently need is information to help me better understand why there are three separately applied paint schemes on this tail unit. On top of the primer coat is what appears to be U.S. Navy mid-blkue and white, next is temperate camouflage scheme (olive green/sky as per early British contracts), finally finished in all-over sea blue as per its delivery to the U.K. in 1944. All the finishes appear to be factory applied, but where?

- Did Woodall spray the tail units in primer and/or top coats?
- Did another paint company deal with paint contracts?

- Were components pre-sprayed before assembly?
- Were tail planes shipped from Woodall to Goodyear in kit form or assembled?
- Were all components normally sprayed in U.S. Navy scheme and then resprayed to suit British contracts, etc., etc

Any recollections from ex-factory employees would be very useful, also information as to where I might obtain photographs showing aircraft production at the Woodall plant that might show this type of detail.

- Dave Morris



The Flag I Served as Best I Could, From Panama to Belleau Wood

Inspired by unselfish, meritorious service to God and Flag by those who perpetuate the name and memory of Harold Clifton Todd and dedicated to the memory of my father, Horace A. Miller, who served as a private of infantry through the Civil War, with a THANK YOU to the unknown person who placed the flag Dad loved as a badge of honor upon his grave at Flushing, Michigan on Memorial Day.

We've traveled o'er this earth
a bit,
Afoot, by rail and on a ship,
We've rambled near, we've
journeyed far
'Cross rolling ocean, murm'ring
bar.
In regions hot, in places cold,
By timid folk, by natives bold,
We've seen the nations' flags
unfurled
Of many countries of the world.

In Argentina and Ecuador,
From Panama to Russia's shore,
Yon banners ripple in the breeze,
And pennons wave amid the
trees

From London's Strand to Golden
Gate,
But yet we cannot hesitate
To state with candor dutiful,
You are the emblem beautiful.

Your stripes of clean and
wholesome white
Reflect our homeland freedom's
light
Where'er your spangled sheen is
flown
O'er playground, mansion,
humble home.
Your silken bars of soft warm red
Remind of blood so nobly shed
In name of Right - of Liberty -
That those in bondage might be
free.

Your blue suggests a mother sad
Of some departed cherished lad
Who rests today his sleeping
head
Among the unknown soldier
dead.
Your stars to her be-misted eyes
Proclaim the bivouac in the skies
Where she shall meet the boy
she bore,
To part from him thence
nevermore.

Oh Flag of father, mother, son,
Oh Flag of home, of life and fun,
E'er may you float in amity
Above our cities, ships at sea,
Irenic hamlets, fertile farms,
Nor be disturbed by war's alarms.
Forever flaunt unto the sky
And may your glory never die.

Oh, Flag of Flags! You rate
respect
By those who call themselves
elect
Of God, to tread you in the mire
And set our ship of state afire.
But peace be with you. There
are men
For your defense until the end,
Who'll keep you high in any strife
Or in that effort lay down life.



POETRY ON PAGE 7
Copyright 1936
by Jerome W. Miller
Harold Todd Post No. 140
The American Legion
Department of Michigan

Biography of

JEROME WESLEY MILLER

25 Feb 1892 – 29 Nov 1937

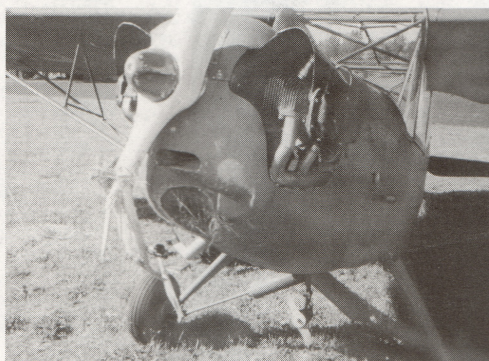
Born in Clio and grew up in Flushing, Michigan. Attended Ferris Institute in Big Rapids, MI. He majored in accounting and worked for the Federal Government after graduation in 1914 in Washington, D.C. He transferred to the Panama Canal Zone until the start of World War I. He resigned to join the Army. Because of one bad eye, he memorized the eye chart to pass the physical exam. He enlisted in the Walter Reed General Hospital unit October 26, 1917. Between then and the date of his discharge on July 23, 1919, he built up an enviable record of having served in five offensives as follows: Aisne-Marne (July 26 – August 5, 1918), Oise-Aisne (August 18-21, 1918), St. Mihiel (September 12-16, 1918), Meuse-Argonne (September 26-October 1, 1918), and Champagne (October 2-9, 1918). He attained the rank of Sergeant. After his discharge, he took a job at the Wayne County Road Commission. He was very active in the American Legion at the Harold Todd Post No. 140 in Detroit.

He married Frances J. Kelley on May 28, 1925. They had three children: Jerome Wesley (10/14/26 - 9/5/46), Agnes Ann (11/27-30/27), and Dale Kelley (2/23/30 - God only knows).

- **Dale K. Miller**
Life #5930 WR

NORTHEAST DIVISION'S L-2B BACK IN THE AIR AFTER WINTER REPAIRS

After spending all fall and winter in the repair shop following its accident of June 9, 2000, the Northeast Division's L-2B Taylorcraft *Grasshopper* is back flying and ready for the 2001 airshow season. With a new prop, engine mount, windshield and paint, the L-2 looks spiffy.



After its nose-over enroute to an airshow in Pennsylvania, it spent the remainder of the summer at the accident airport until insurance and repair facility issues were decided. It was then moved in September to Sussex Airport by a team of volunteers: **Joe Schaumburg** and his friend Ray, Joe Grob, **Pete Vajsabel**, **Dennis**, **Kim** and **Amanda Golderer**, **Bob** and **Susan Fenner**, **Fred Trudel** and **John Golderer**.

Once work was begun, the damage appeared not to be as severe as it was suspected. This saved a lot of labor hours. Since there was no immediate need for the aircraft, they were able to do the work between their other shop jobs over the winter, having the aircraft ready for spring. What they couldn't find new or usable parts for, they repaired. They repaired the aft plexiglass in

multiple pieces similar to the 1943 original.

The repairs were financed by a payment from the incident pilot's non-owner's insurance, otherwise the Division would have been hard pressed to cover the \$12,000 bill. The Northeast Division looks forward to a successful and profitable 2001 airshow season with more than 12 events already booked.

- **John Golderer**
Life #0855 NE

DEKE SLAYTON AIRFEST

LaCrosse, Wisconsin

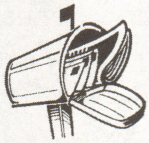
For the first time in several years, we returned to the upper Midwest area for an appearance at the Deke Slayton Airfest at the airport in LaCrosse, Wisconsin, the weekend of June 15-17. Several airshow sponsor and media orientation rides were flown on all three days. The *Yankee Lady* was also available for tours, both before and after the airshow performances. The weather was excellent throughout the entire weekend. The beautiful Mississippi River and its picturesque flood plain was slowly recovering from a period of serious spring flooding.

Unfortunately, the festive nature of the airshow was overshadowed by the tragic death of Roger Simpson who crashed his Fouga jet during an orientation flight just prior to the gate opening on Saturday morning. Roger will be sorely missed by his many friends in the Yankee Air Force.

'Til next time!

Your Super Cub
Reporter
Bette Watson





WE GET LETTERS!

Dear Yankee Air Force,

Thank you so much for the scholarship. It means a lot to me. This scholarship will be very helpful in paying my tuition in the fall to Embry Riddle. I would also like to thank you for the certificate and the patch. Thanks again for everything.



Sincerely,
Tiffany Pinter
Belleville High School
Class of 2001

Dear Flight Crew of *Yankee Lady*,

On Saturday, June 2, my family and I attended the Air Show at Teterboro, N.J. I had heard that there would be a B-17 there for tours and flights.

My father, Alan Freedman, was a Radio Operator aboard a B-17 and while stationed in England, completed 35 bombing missions over Germany.

I cannot begin to express my gratitude to your Flight Crew who not only helped my dad board the plane, since he cannot walk any longer, but also for the kind attention and respect paid him that day. You could not have treated him better if he had been General Patton! It was certainly an emotional day for my dad and also for my family.

The day before, you allowed me and my teen-aged daughter, Samantha, to come aboard and see the whole airplane. Sam was very moved and awed at the sight

and the info given to her by our "guide." I thank you for the history lesson given to my teen and for the history-made-real experience.

Since the flight on June 2, my dad has been more animated and talkative than he has been in a long time. Although he will likely not live much longer, you helped raise his spirits.

I am forever grateful for and in awe of the men who flew the "Flying Fortresses" during the war.

Thank you for your work in keeping these flying museums alive and for the kindness you show the veterans of WW II.

Enclosed please find a small donation to keep your work alive.

Sincerely,
Shari Caloz

Gentlemen,

This is late in coming, but no less grateful. We would like to thank you for your part in making the Lincoln Park Memorial Day Parade, May 20, 2001, the success that it was.

You are very dear to our hearts because you, too, are preserving history, as we are attempting to do.

With your museum, you are helping us appreciate the sacrifice that has been made for us to be where we are today and you have tangible reminders of our heritage.

Do also want to thank Mr. Charles Jackson. He has been a very giving member of our Society. He has been simply

wonderful in arranging these flyovers. Thank you again.

Sincerely,
Kathryn E. Dudley
President
Lincoln Park Historical Society



NEW MEMBERS

Division: **Florida**

KUCHINSKAS, William W.

Division: **Willow Run**

APPLEMAN, Kenneth

ARMSTRONG, Thomas

ARONOFF, David J.

BEAUDRIE, Merle

BEJIN, Karen

BIGELOW, Brenda

BLUHM, Scott

BLUHM JR., Robert G.

BRADY, John

BRAY, Betty

COKONOUGH, Brian

COLLIER, Gary

COPPLE, Carl

CRAWFORD, Stephen

CRISE JR., Robert

DRUMM, David R.

ENGLISH, James T.

FLECK, Pete

FRAZIER, Leslie

GILBERT, George

GOIT, Michael

GRETES, Peter W

HARTENFELD, Rolland E.

HEIKKINEN, Jacob

HEIKKINEN, Nick

HEMRICK, Terry

HOFF, Julian

HOFF, Paul T.

HOFFMAN, Ned

HOOVER, John V.

HOOVER, Steven J.

HOOVER JR., John

JORDAN, Steven J.

KATICH, Joseph

KATICH JR., Thomas M.

KELLSTROM, Clifford R.

KENNEY, Max

KLAUS, Ronald W.

KONZ, Jan

LANG, Walter F.

LEVANS, Robert

LEX, Dennis G.
 LIND, John
 MACYDA, Michael
 MARIMPIETRI JR., Anthony M.
 MARTINEZ, Susan
 MCNEW, Daniel B.
 MORGAN, Joel
 MURPHY, Alfred P.
 MURPHY, Mark T.
 NUNNOLD, Jason
 POST, Marc
 PURDIE, P. Craig
 REBENTISCH, James
 REHBERG, Ernest L.
 RIVERS, Charles J.
 ROCHESTER, Richard
 SABO, Frank
 SCHMIDT, Dan
 SHOMO, Diane M.
 STEININGER, Joseph
 SWARTZ, David E.
 TAHA, Fadi
 TRESSLER, Brian
 VALDEZ, Marcos
 VOSS, Diane
 WEYN, Bill
 WOOLF, Gregory J.
 WYPYCHA, Suzanne
 ZIMMER, Theo. J.



IN MEMORY

KAMPE, Dwight #6327 WR
 MUDGE, Ray #7632 WR
 17 MAY 2001

MAPS Museum

Military Aircraft
 Preservation Society
 Akron-Canton, Ohio

On Friday, June 22, our B-17 and a crew of 9 flew into the Akron-Canton airport in northeast Ohio. Our C-47 arrived later that afternoon. We had been invited to the **MAPS Aero Expo 2001** arranged by the Military Aviation Preservation Society.

Saturday morning, the C-47 crew set up our gift shop items under its right wing and two dogtag machines under the left wing, leading to the side door for tours. Soon business was booming!

The *Yankee Lady* was placed outside the fence so we could offer flight experiences. Saturday was chilly and we had some rain showers. When the airshow flying was underway, the ramp was cleared, so we had to shut down our operations.

During the break, I had a chance to sit down with **Carl** and **Dolores Sheehan**. I had such a pleasant talk with these two wonderful people. Carl was a ball turret gunner on a B-17, then later was on B-24s in the Pacific. Carl told me he was an "old man" when he went into the service: 29 years old, but that after all these years he remembers the hydraulic oil numbers for the ball turret, and asked me if I knew them. I asked **Fred Lockwood** and he answered right away, then added "Are you testing me?"

On Sunday morning, the sun was out and it warmed up nicely. Setting out the store, making dogtags, and giving tours on the C-47 began with enthusiasm!

The B-17 gave flight experiences both Saturday and Sunday mornings to a total of 53 people.

A couple of our YAF members from Youngstown, Ohio, came to see us on Saturday, as well as another Ohio member, our dear friend **Truman Fisher**. Also Life Member **Vince Caruso** of Stow, Ohio, reported for duty early Saturday morning and helped out all day long. Nice surprises!

The B-17 and C-47 left right after

the show on Sunday. When we arrived home, a crew was there to help us put away the planes and unload. Thanks everyone! It was a nice weekend.

'Til next time!

Your Super Cub
 Reporter
Bette Watson



Thanks to you ...

You know how an all volunteer organization like the Yankee Air Force seems to exist because of a rather small cadre of devotees upon whose shoulders the weight of its very success rests. Well, one member of that fraternity who is not often seen outside of his office but I wouldn't even like to contemplate the chaos that would reign if he didn't do his job and do it very well, is member-for-life number 1939. No, that is not his birthdate. For seventeen years he has suffered the trauma of having to move the office, organize and fine tune, several times, a filing system with backup capability so that our records don't get screwed up - most of the time. Great sense of humor - most of the time. Pleasing disposition - most of the time. The original Candy Man: the incomparable **Bernie Hallman** of our Yankee Air Force membership office.

- Don Johnson



Bernie Hallman is one of the first to welcome you to YAF and never fails to remind you to renew your membership each year!

PHOTO BY DON BURKE

NOTICE!

Date change to the election schedule:
Ballots will be mailed on
September 21, 2001.

Richard Stewart
Election Committee Chair

Crabby Thoughts

by **Bob Seaton**

Several months ago our Gift Shop chairman, **Dale Worcester**, asked me to put in a piece about what was available in the gift shop. Better late than never, and my derriere still hurts for the chewing it got!!!

There are many new items now available in our Gift Shop and more are arriving every day.

FLIGHT SUITS

In answer to member requests the Gift Shop is stocking official US Military CWU-27P Nomex® Sage Green Flight Suits in the following sizes and configurations:

Used but in good condition
Sizes 38 through 44 Regular
\$50 - no member discounts

New direct from the government
CWU-27P Nomex® Flight Suits
Sizes 36 - 46 Short, Regular,
Long. 48 Regular, Long.
\$175 - no member discounts

If we don't have your size or choice in stock, see Dale Worcester to special order.

Crabby would also like to say that the new Ts and other shirts coming in are knock-outs! Some are silk-screened, others are

embroidered with the Yankee Air Museum name or Yankee Air Force name or aircraft picture and name. Denim jackets are available with a large embroidered picture of our *Yankee Lady* on the back.

We have been asked if we have a catalog (we don't) and why we don't sell off the web. The cost of both of these would be more than we would make and so for now not available.

If you can get to the Gift Shop, we heartily recommend it. Also if you are looking for a way to help our organization, Dale could use some help in the Gift Shop. Give him a call at the museum and offer your services.

**OBSERVATIONS
FROM THE GALLERY****Casually Speaking**

by **Ernie Panizzoli**
Senior Life 5100 WR

When I attended the June Board Meeting, I had to check my watch. I thought I was late. At least 75% of the officials were in their seats tending to paper work before the meeting starting time. As usual, the call to order and then two members walked in and one did not attend.

Because of a special meeting called earlier in the month, I have little knowledge of the subject matter. Listening to a limited discussion in this session, I interpret the meaning as dissatisfaction with the performance of the business manager in his inability to provide a personalized plan for the YAF. The president still maintains our forward progress.

Six people applied for the open board seat. **Randy Hotton** was selected for the duration of

the term. Randy is active in a number of educational activities.

The vice-president alluded to the upcoming election and strongly urged those members who complain the loudest should get their names on the ballot as candidates to fill a number of vacant seats.

Our US Air Force Museum liaison has received written word that their personnel will come to Willow Run to remove their F-84-K *Ficon* to Dayton for display. The removal of aircraft from Lapeer and city airport is not yet complete.

Before closing, some issues of identification by clothing color or type were kicked around. I do not think there was a resolution and the matter probably should not have been a board concern. No definitive answer was offered about the jeep restoration.

This gathering was somewhat repetitious, so the continuing saga of the Yankee Board, as I view it, may or may not appear again.

When you receive this mailing in August the "Fighter" show will be upon us and I can say without hesitation that it will probably be a huge success, casually speaking of course.

JIT from Wurtsmith

Just in time, we got some news from the North country. They are having troubles just like we are finding volunteers: few do all the work, many don't. They say the weather has been good. RAIN gets the tourists off the beach! They are looking forward to their open house and dance August 11-12 as the B-17 and the C-47 will be there. If any of you get into Northern Michigan stop in and say hello.

NOTICE

The Annual Meeting for the Yankee Air Force, Inc. will be held on Friday, September 21, 2001, 7:30 PM at the Willow Run Division, 2041 A Street, Belleville, Michigan.

The agenda for the meeting is as follows:

1. Welcome, Introduction, and Pledge of Allegiance
2. President's Report
3. Finance Report
4. Membership Report
5. Division Reports
6. Members Comments
7. Election Report
8. Annual Meeting Adjournment

The agenda is subject to change.

All candidates for corporate offices may have five (5) minutes to campaign for their office after the adjournment of the meeting.

Mary Jane Medlock
Corporate Secretary

YANKEE AIR FORCE
P.O. BOX 590
BELLEVILLE, MI 48112-0590

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